

BookletChart™

Inanudak and Nikolski Bays

NOAA Chart 16511

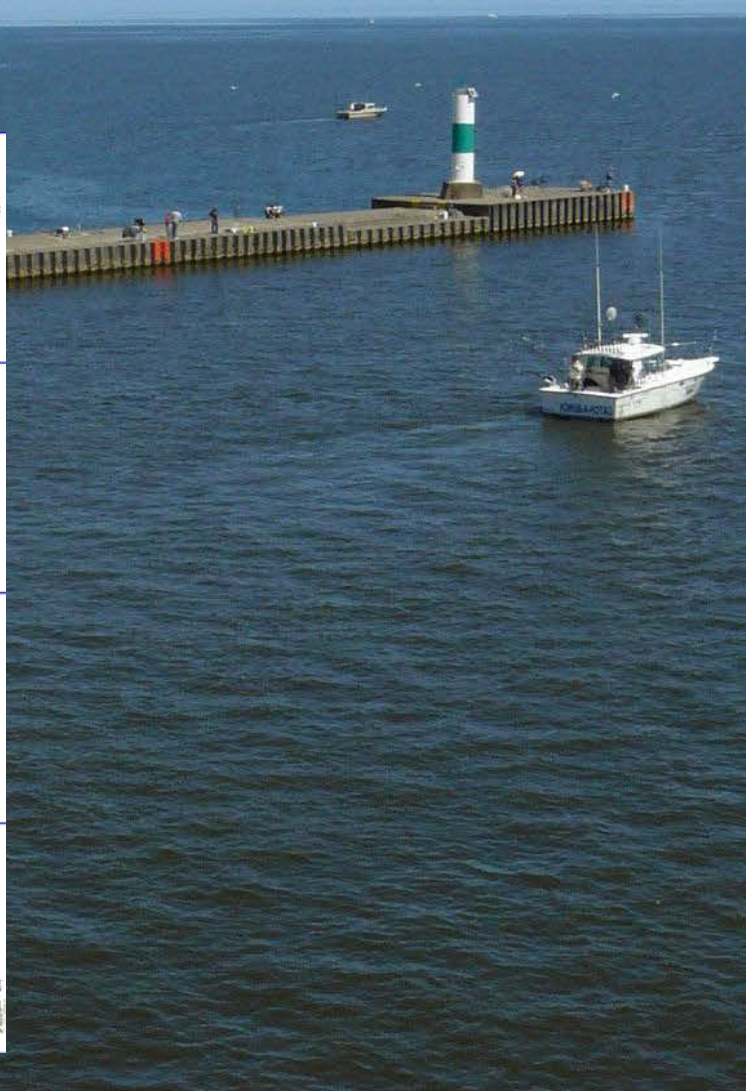
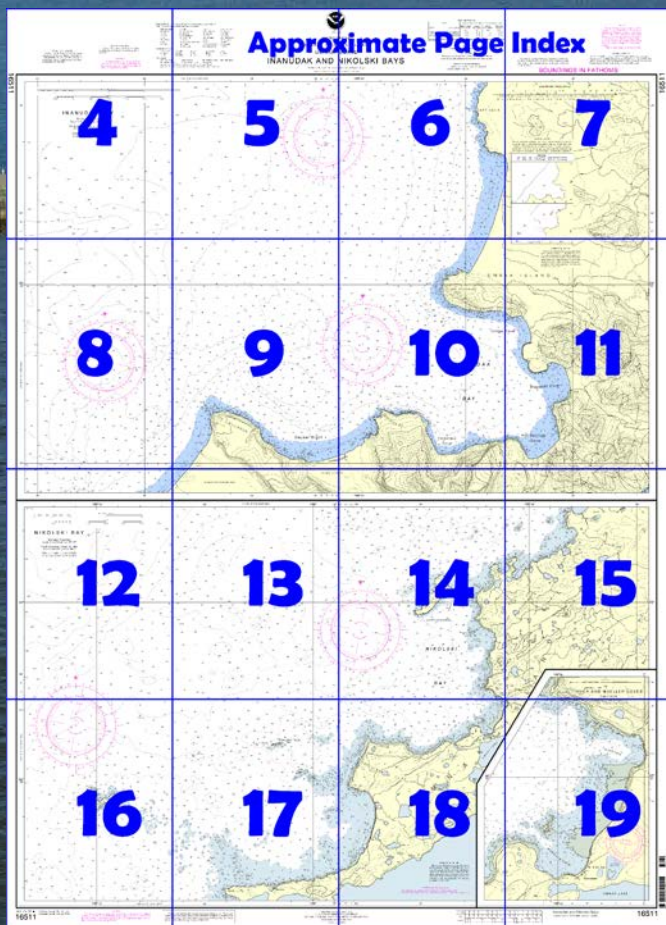


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16511>.



(Selected Excerpts from Coast Pilot)

The shore of **Cape Aslik** is the face of an old lava flow. It is very precipitous and irregular, with numerous covered rocks that extend well offshore. Heavy kelp fringes the S side of the cape. The cape is prominent, with vertical cliffs 60 to 150 feet high. Back of the cape, about 2 miles inland, is a conspicuous, conical hill, 865 feet high. This hill is of a dark red color, with a distinct hole in the slope on its SW side. Farther inland, about 6 miles E of Cape Aslik, a distinctive

peak rises to 3,310 feet (see chart 16500). It is very ragged with deep slopes and a shoulder 600 feet lower than the summit, that extends about 0.5 mile to the NW. Between Cape Aslik and Cape Kigunak the

shore is a beach of fine black sand. Back of this beach is a large, flat valley bordered by mountain ridges on the N and S, and having a lone and prominent mountain in the middle. The valley, which extends to the Pacific Ocean side of Umnak Island, is a swamp land covered with a heavy growth of grass. A large stream flows through this valley.

Cape Kigunak, about 5 miles S of Cape Aslik, is easily distinguishable and is a very prominent point on approaches from the N. It has a sharp, conical peak, 1,164 feet high, near its outer end. Its shore consists of a steep beach of boulders and broken rocks, with steep, grass slopes rising directly behind. Two rocks about 15 feet high, 300 yards off the W part of the cape, and a third rock, same height, on the low-water line show up very conspicuously. Many boulders and rocks and a band of heavy kelp extend about 400 yards offshore around the cape. The bight N of Cape Kigunak affords some protection in S and E weather, but is not recommended in heavy weather.

Inanudak Bay, between Capes Kigunak and Ilmalianuk, has depths of 10 to 40 fathoms and affords shelter except from the W and NW. The shore of the bay is rocky and precipitous except at the heads of the several coves and bights which form part of the bay. Sand and pebble beaches are found at the heads of these coves, and low bluffs, from 5 to 20 feet high, rise abruptly from the beaches. Beyond these bluffs are flat lands or valleys.

From the westernmost point of Cape Kigunak, the shoreline curves sharply SE and E and the shore of the bay for about 2 miles is along the foot of a ridge almost straight up from the waterline. At the end of the ridge, and at the head of **Izhiga Cove**, is a sand beach that extends to Cinder Point. The water is shallow along the beach and several lines of breakers make small-boat landing difficult. Back of the beach, beyond the low bluff bordering it, is a flat valley.

Cinder Point was formed by a lava flow and is about 150 feet high near the shore, except in the middle where there is a slight draw. A cinder cone 564 feet high is near the center of the point.

Stepanof Cove, SE of Cinder Point, has a sandy beach about 1 mile in length at its head. Shoal water and several lines of breakers make small-boat landing difficult except on the N side of the cove where the water is usually quiet; fresh springs and seepages exist along the beach. A 70-foot pinnacle rock at the S end of the beach is conspicuous from all parts of this cove.

A low, narrow valley with steep sides extends SE from the head of Stepanof Cove to the Pacific Ocean side of Umnak Island. The buildings on the S side of the valley are stocked and maintained for land-air rescue work. A road extends from Stepanof Cove to Fort Glenn, about 20 miles to the NE.

Hot Springs Cove has about 1 mile of sand beach at its head with a small stream in the S part. Salmon spawn in a stream about 2 miles back of the beach beneath several small waterfalls. The steam from several small, hot springs at the head of this stream can be seen from the E side of Inanudak Bay.

Between Hot Springs Cove and Cemetery Cove to the W are 1.5 miles of rocky shore. Near and W of the center of this shore, shoal water, marked by kelp, extends 0.4 mile offshore to the 10-fathom curve. Above the beach near the center is an overhanging cliff, 1,000 feet high. The beach in Cemetery Cove is rocky and bends N toward Broken Point. Water may be obtained from a small cliff stream on the N part of this beach.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



UNITED STATES

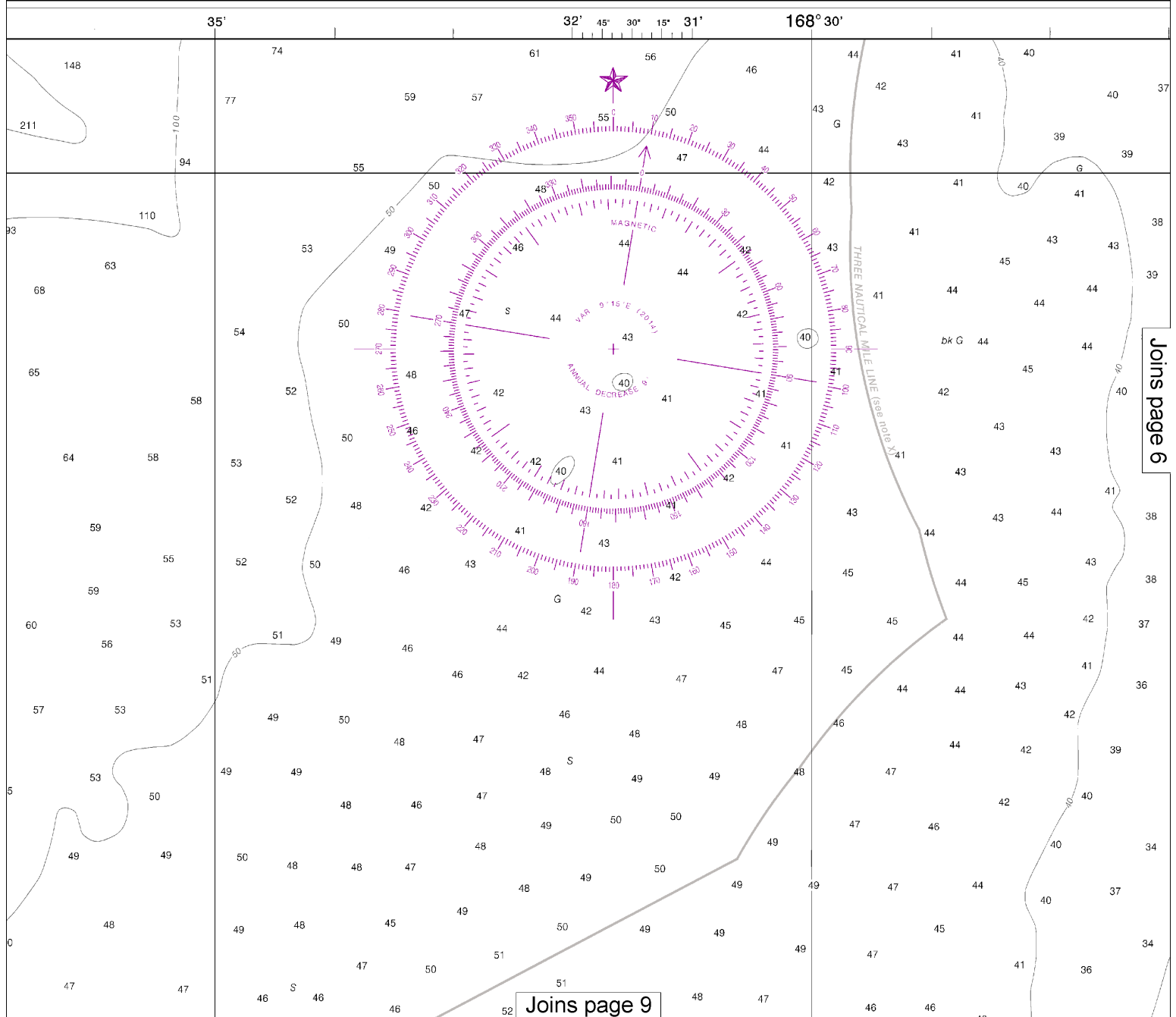
ALASKA - ALEUTIAN ISLANDS

UMNAK ISLAND

INANUDAK AND NIKOLSKI BAYS

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C & GS 9025, 1st Ed., 1942 C-1942-582 KAPP 2509



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



UNITED STATES
ALASKA - ALEUTIAN ISLANDS
UMNAK ISLAND
INANUDAK AND NIKOLSKI BAYS

Additional information can be obtained at nauticalcharts.noaa.gov.

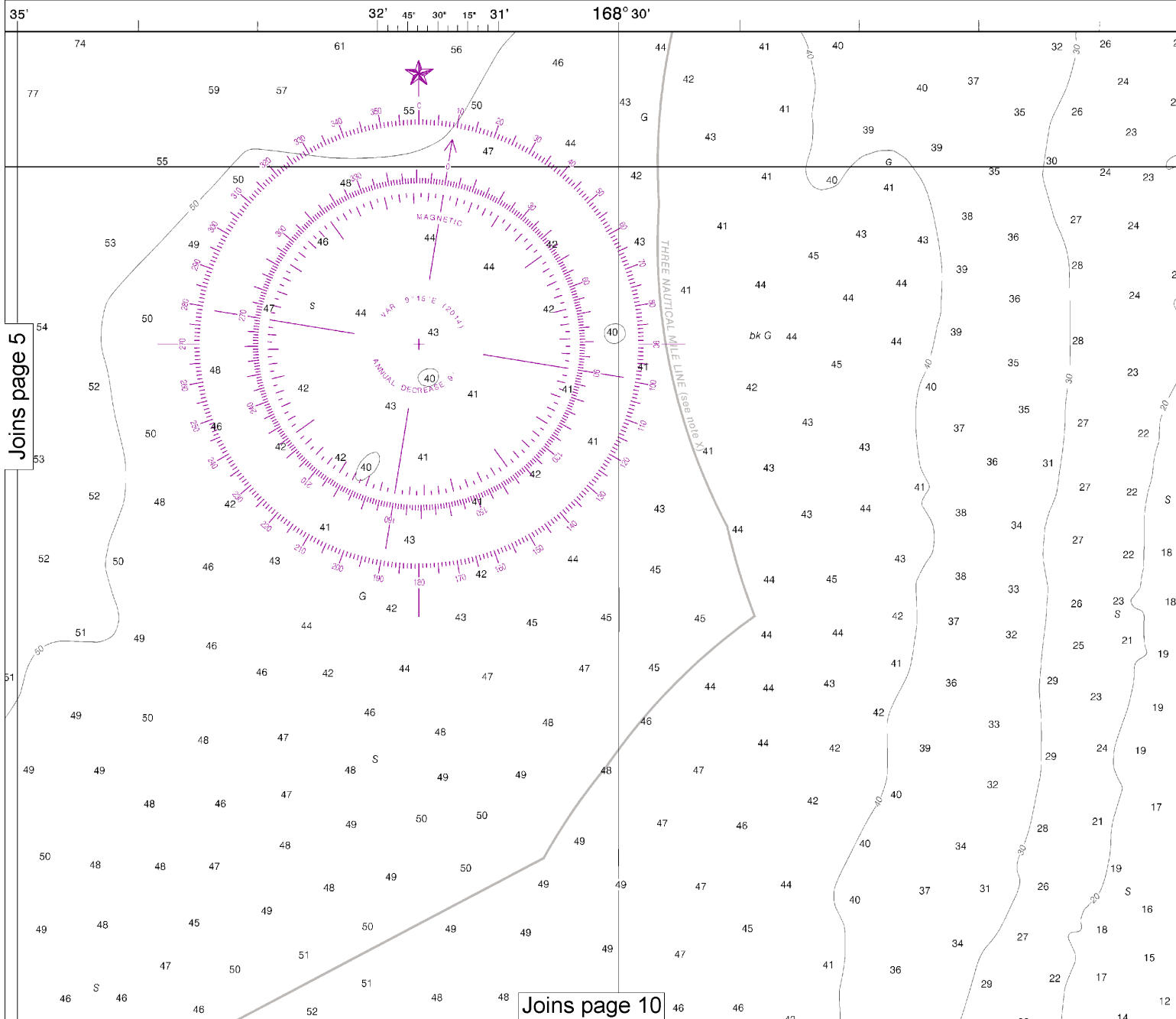
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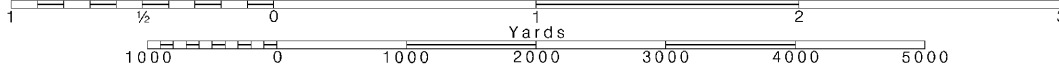
6

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



AIDS TO NAVIGATION
U.S. Coast Guard Light List for
additional information concerning aids to

HEIGHTS
In feet above Mean High Water.

AUTHORITIES
Topography by the National Ocean Service,
additions and revisions from other sources.

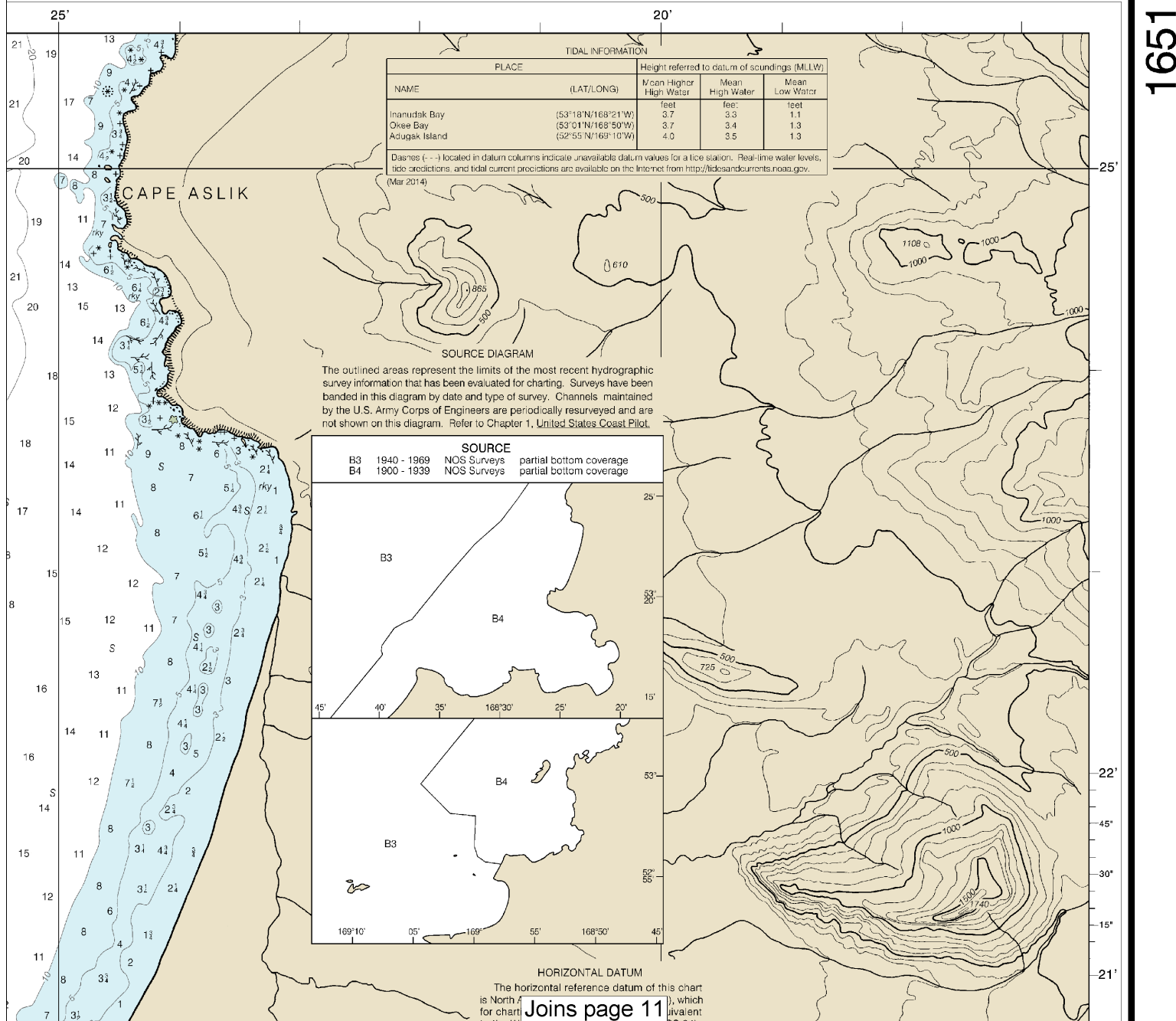
ADDITIONAL INFORMATION
U.S. Coast Pilot 9 for important
additional information.

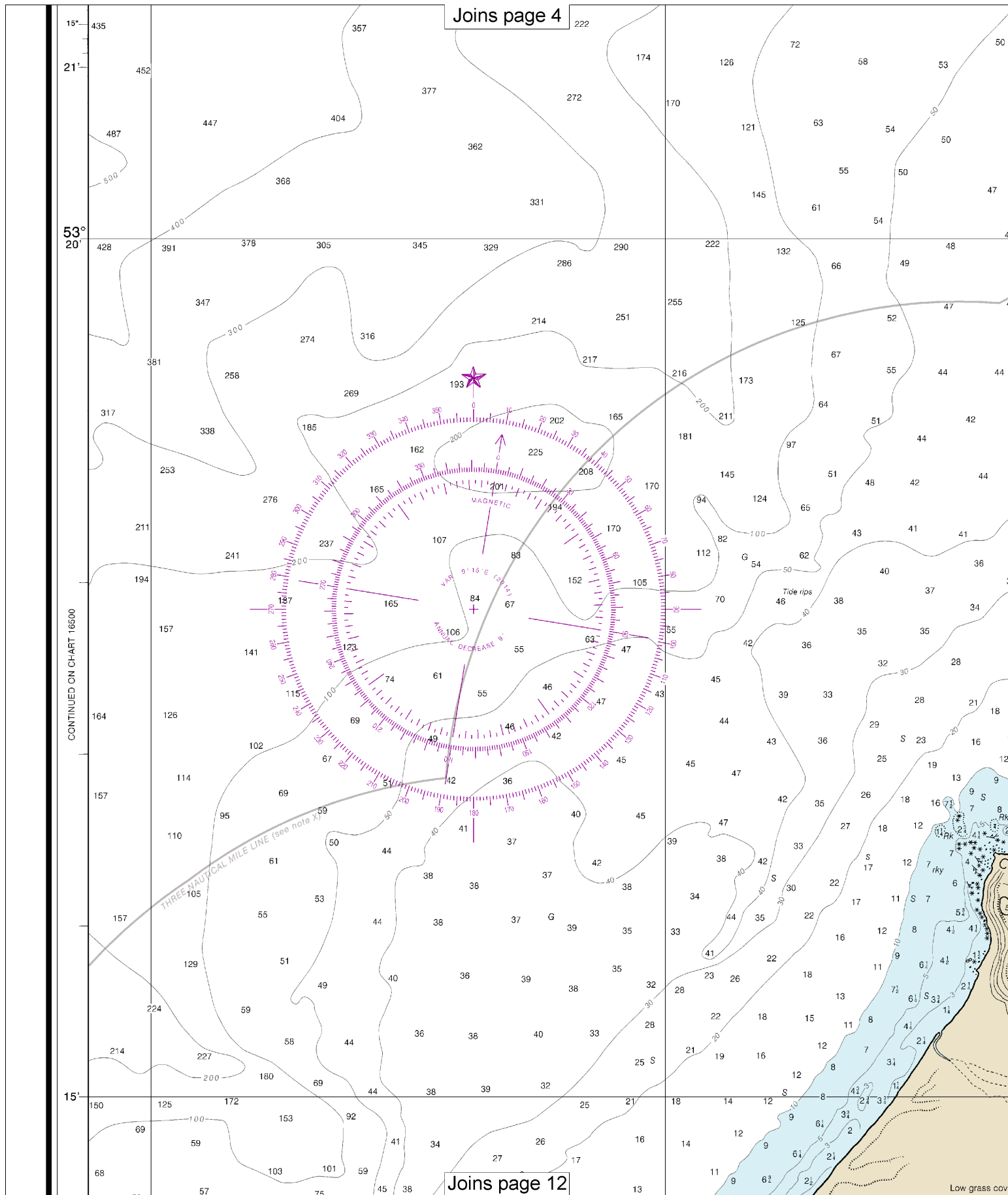
NOTE A
Navigation regulations are published in
Chapter 2, U.S. Coast Pilot 9. Additions or
revisions to Chapter 2 are published in the
Notice to Mariners. Information concerning
the regulations may be obtained at the Office
of the Commander, 17th Coast Guard District
in Juneau, Alaska, or at the Office of the District
Engineer, Corps of Engineers in Anchorage,
Alaska.
Refer to charted regulation section numbers.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

The contour lines are hill shapes, sketched to afford the
navigator a generalized indication of the character of the
land forms. They should not be relied upon as line of
equal elevation.

SOUNDINGS IN FATHOMS





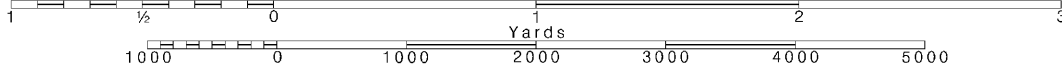
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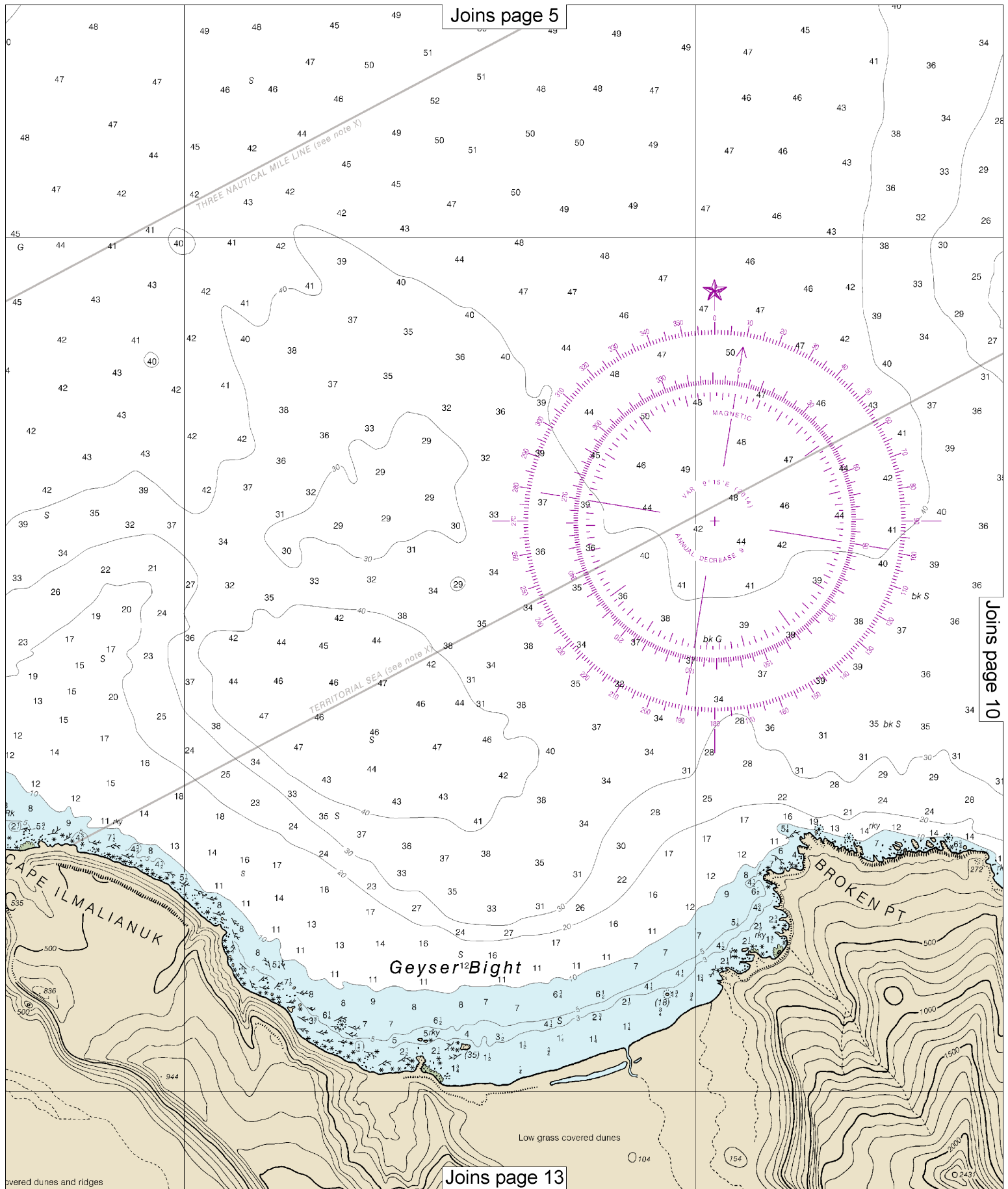
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

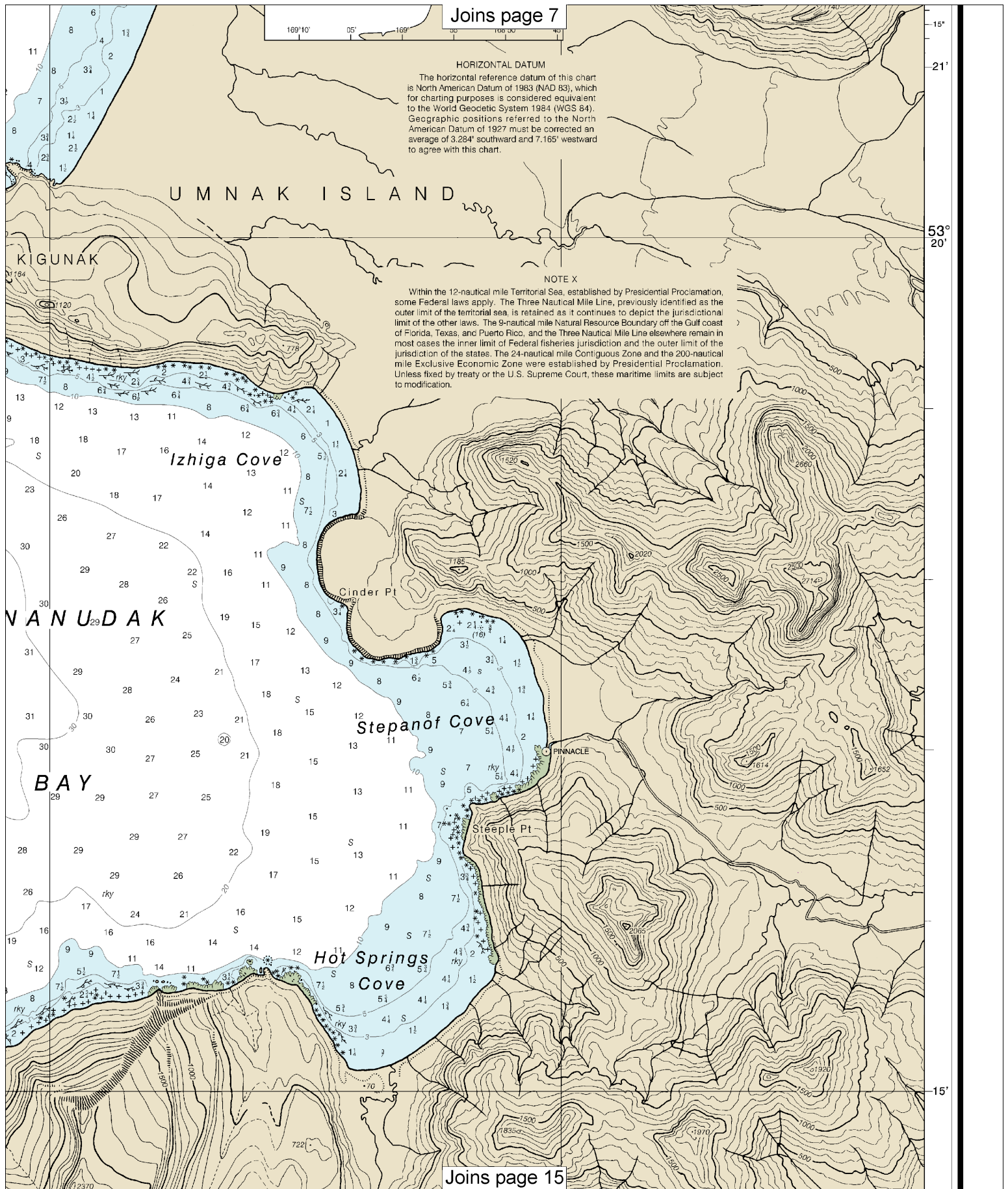


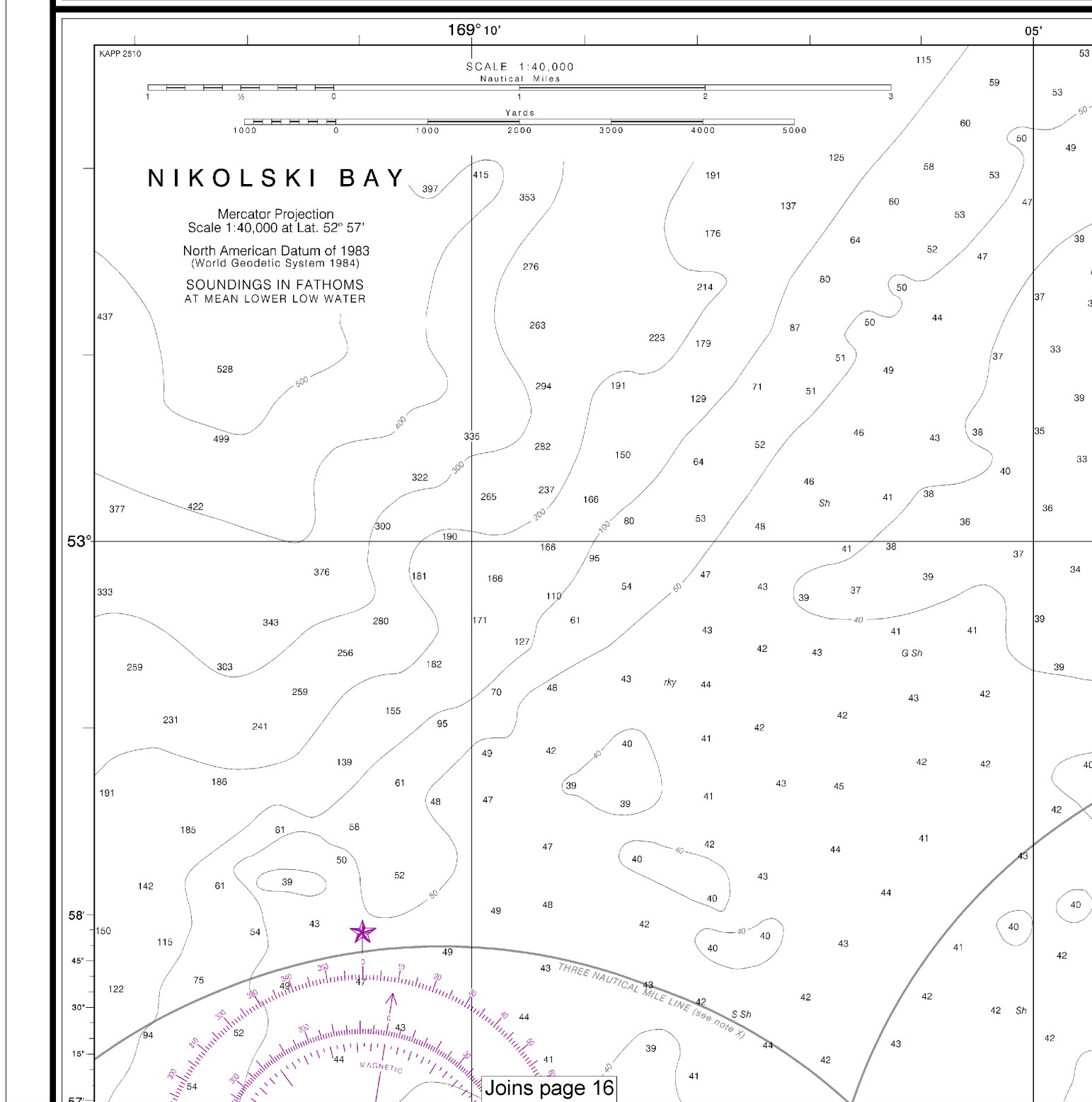
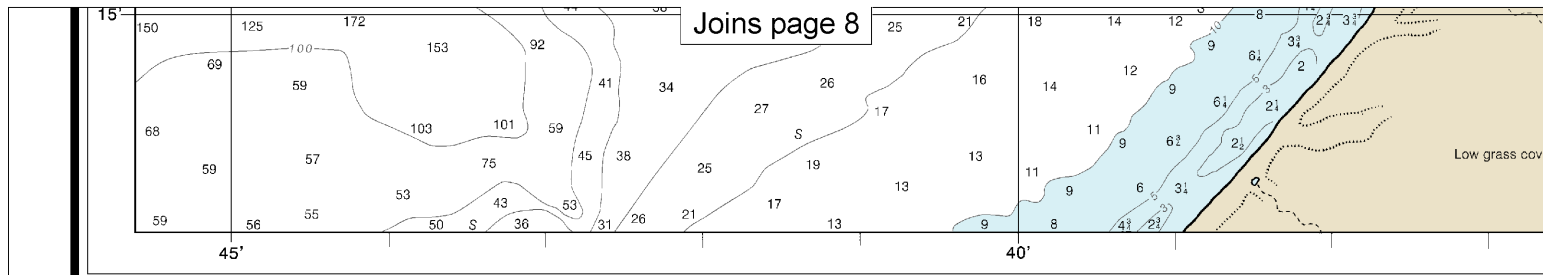


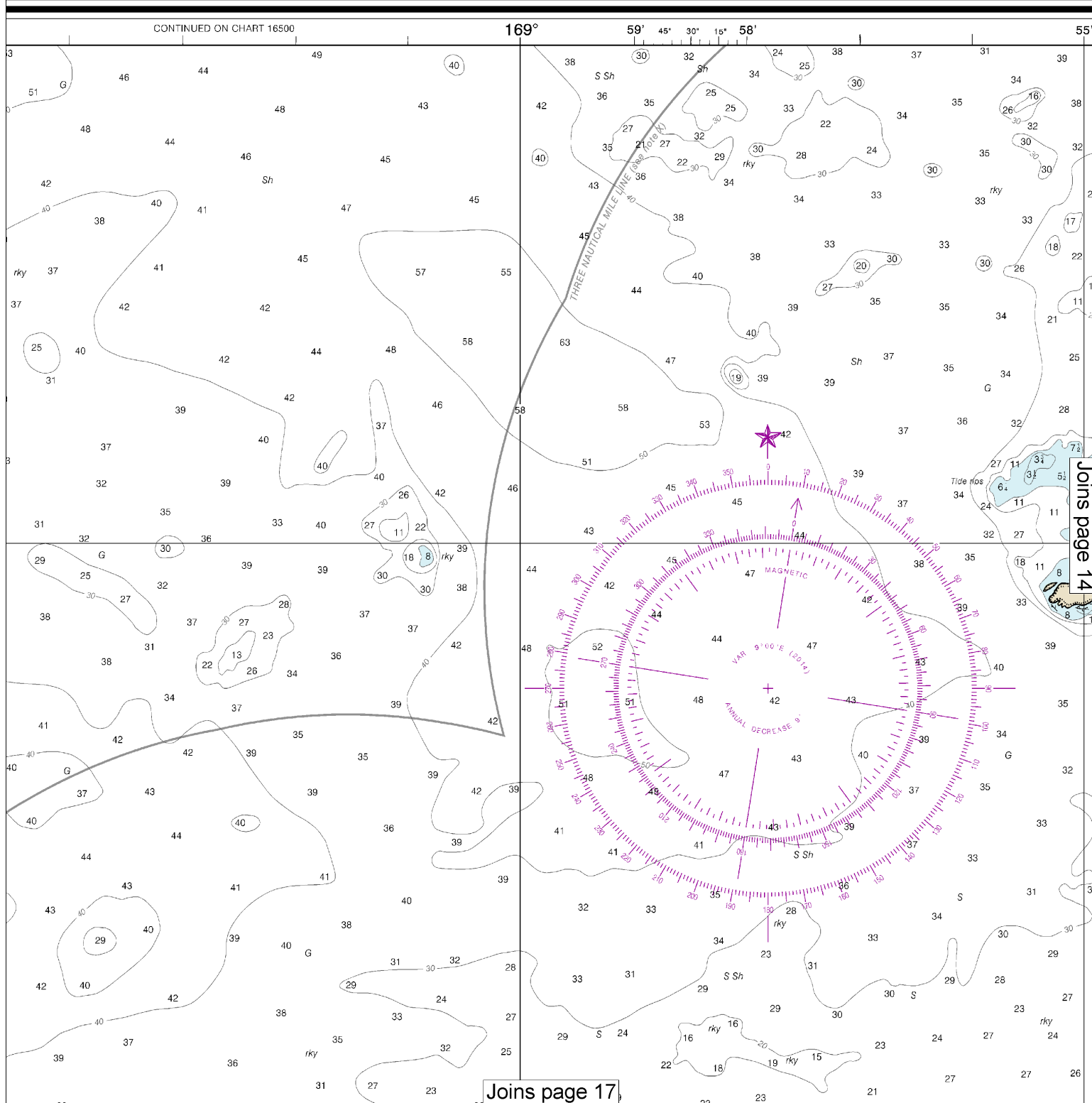
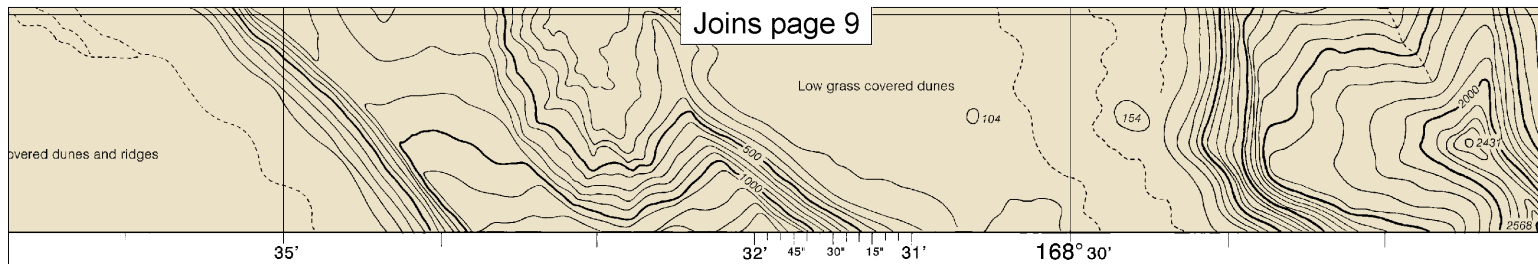
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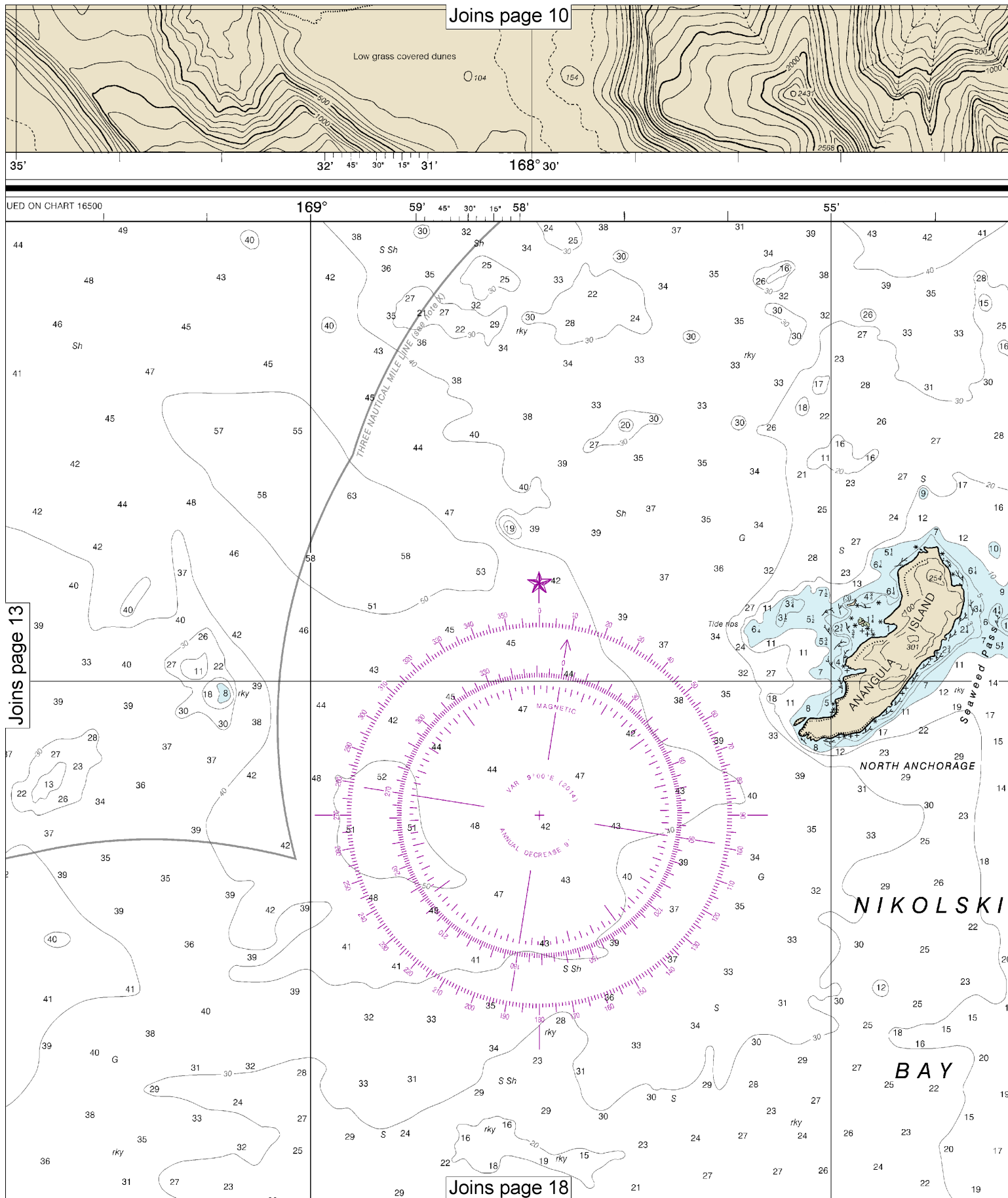
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Joins page 13









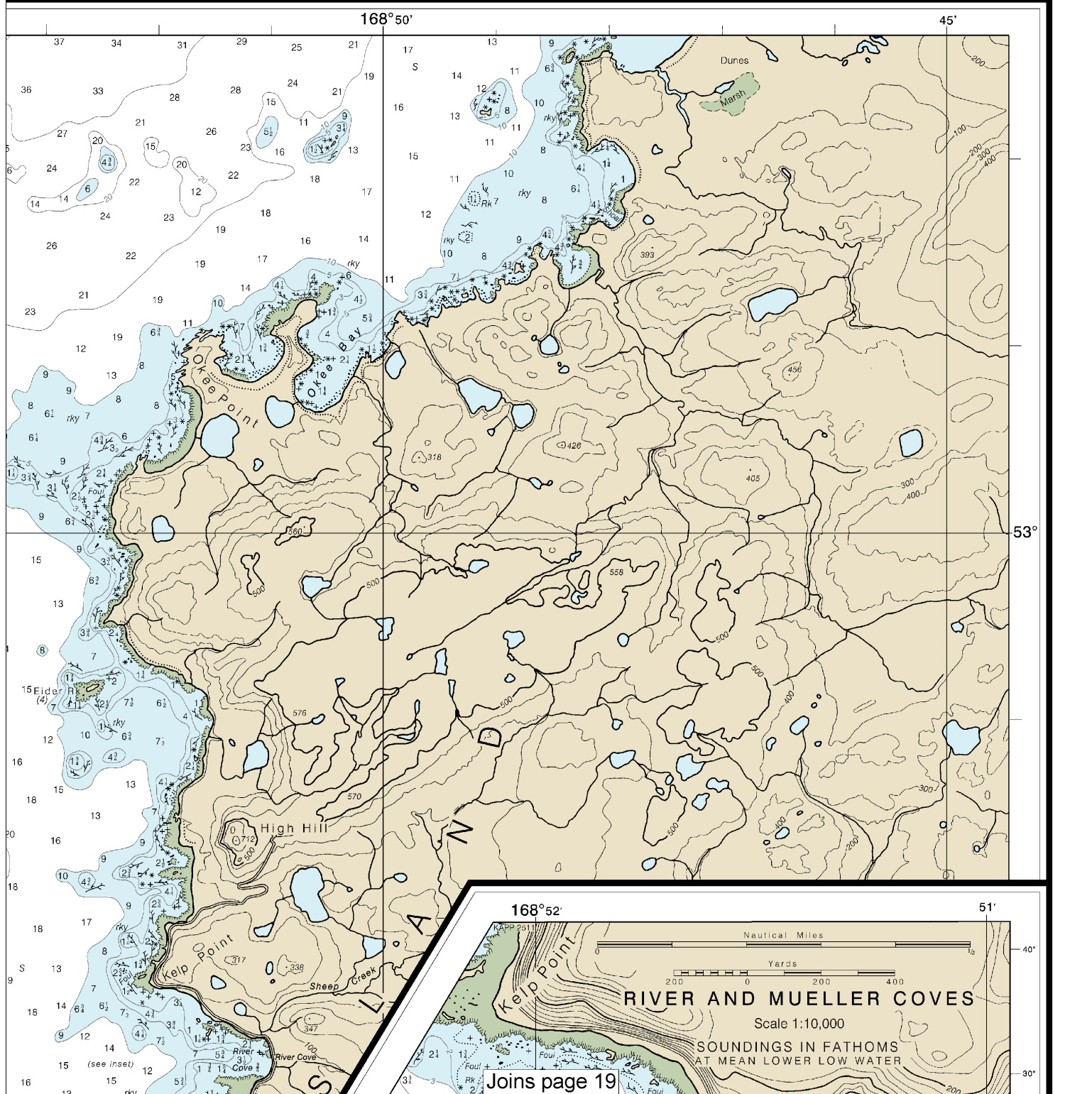
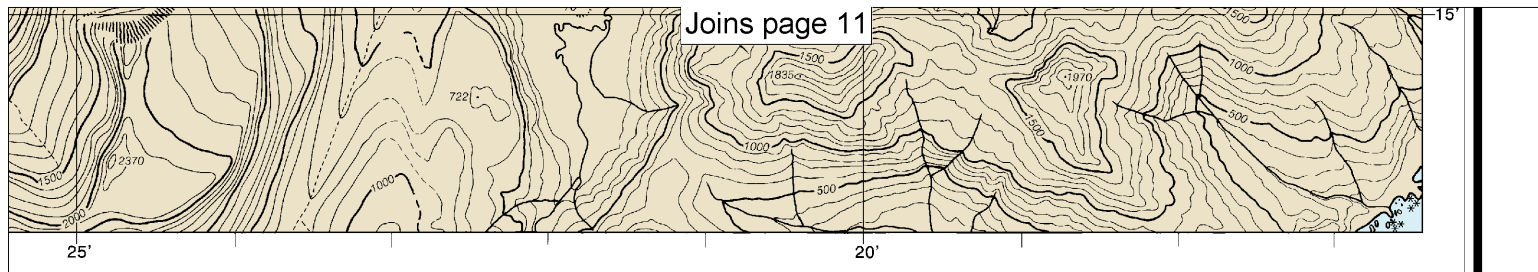
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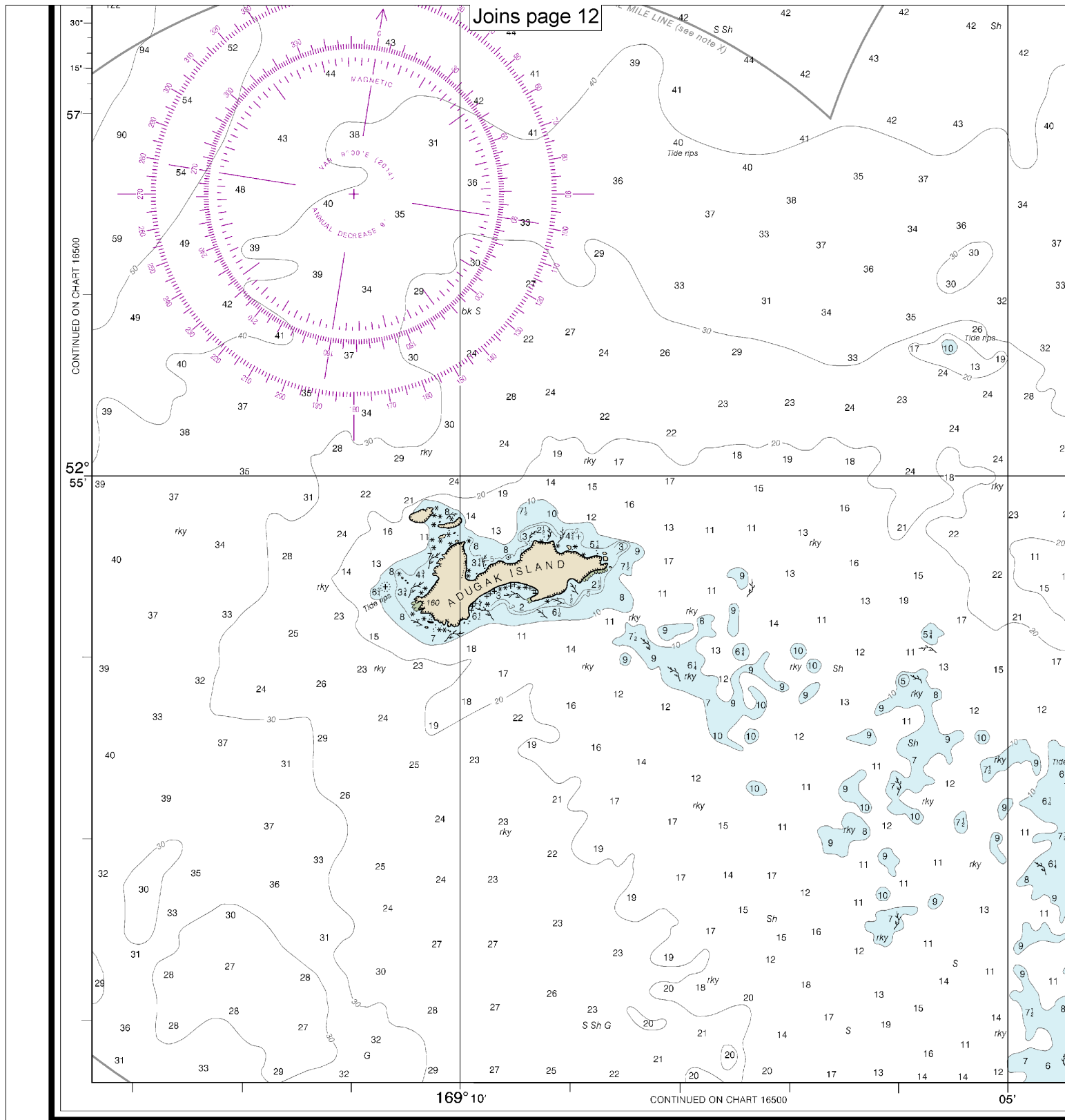
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





16511

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

8th Ed., Jun. 2014. Last Correction: 12/11/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

SOUNDINGS IN FATHOMS

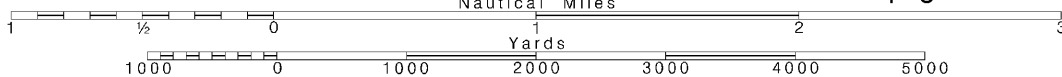
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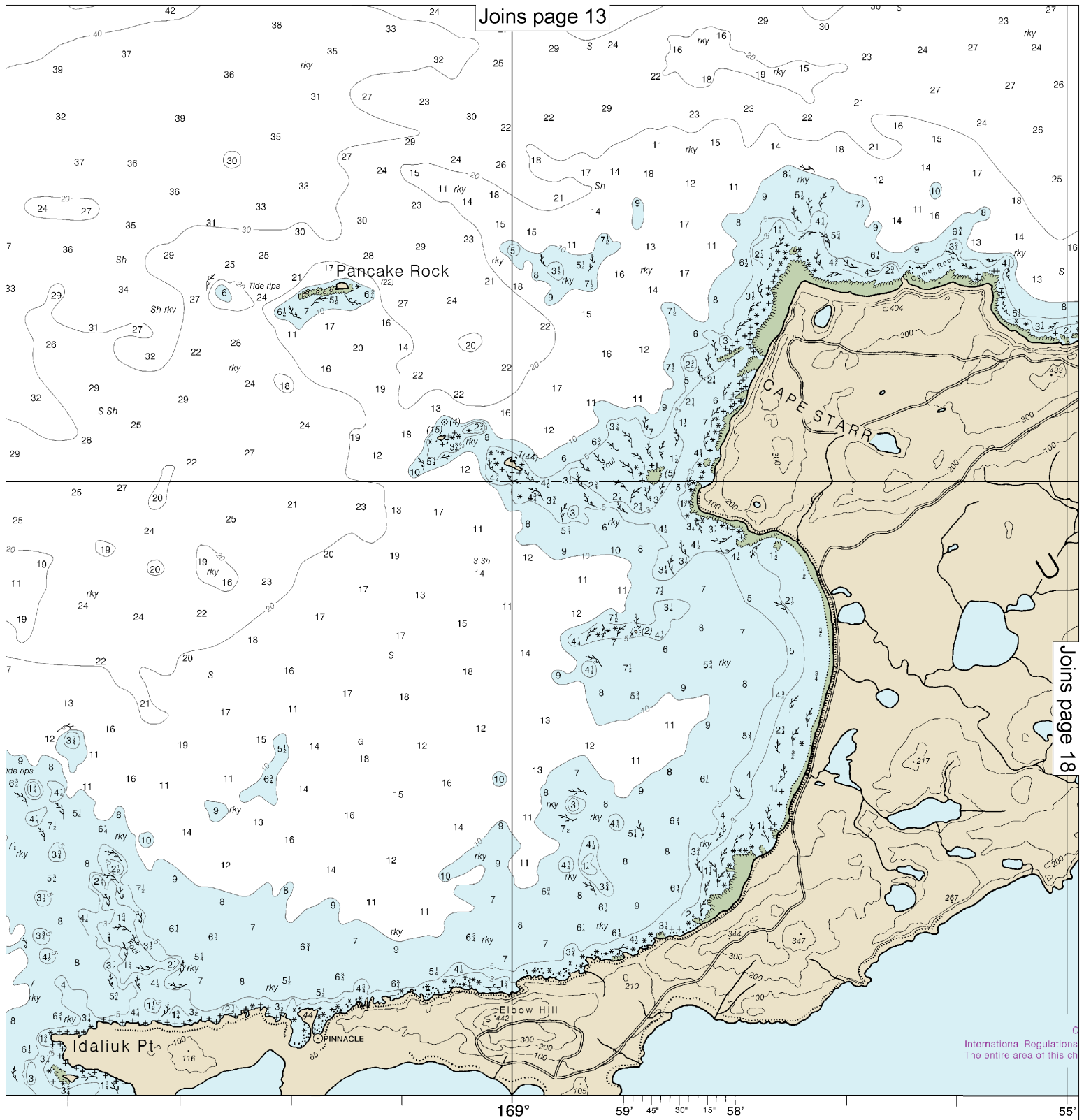
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

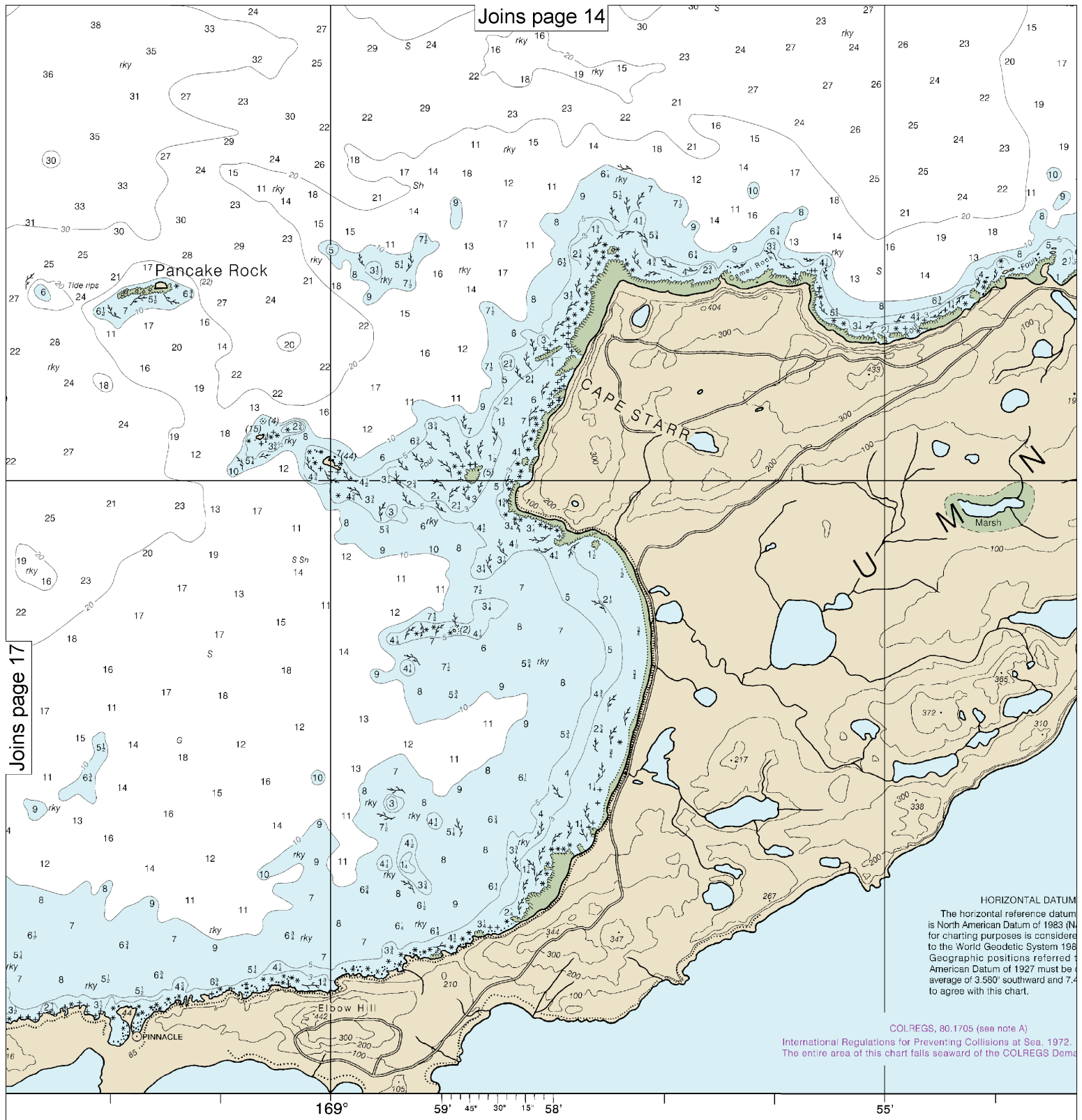




International Regulations
The entire area of this chart

ATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 14

Joins page 17

HORIZONTAL DATUM

The horizontal reference datum is North American Datum of 1983 (NAD 83) for charting purposes is considered to be the World Geodetic System 1984 (WGS 84). Geographic positions referred to the American Datum of 1927 must be corrected by an average of 3.580' southward and 7.4' eastward to agree with this chart.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

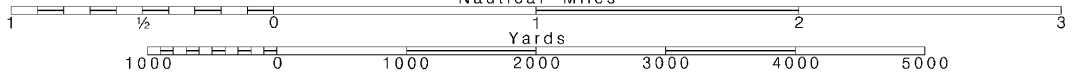
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.